

Appendix B. Public involvement

This appendix provides a description of the strategy employed to obtain public involvement and the actions taken in regards to that strategy. It also summarizes the public input from several meetings that were held in the Borough regarding the project, and a copy of the newsletters that were mailed to agencies and other organizations, and individuals in the community. Comments received from agencies and the public are also included in this appendix.

Project context

DOT&PF was faced with the challenge of looking at connectivity between the communities of King Salmon and Naknek across the river to South Naknek. Currently, residents use skiffs and aircrafts to transit the short distance between these communities. Due to safety, access, and cost concerns a surface link, otherwise known as the Naknek Crossing, spanning the Naknek River and connecting the three communities of Bristol Bay Borough is desirable. The study process engaged these communities several times since June of 2003 to identify the public's issues and wishes, and to determine the potential feasibility of the crossing.

Strategy for public outreach

Due to repeated historical contacts, meetings, and planning studies related to this project, the public was skeptical that action would be forthcoming. Therefore, the demand for substantive and relevant communication for this project was critical to making an accurate assessment of the need to build or not to build the Naknek Crossing and related infrastructure improvements. The intent of the agency was to make a decision with the community on the best solution, and then to work together to get it implemented.

The public process approach selected was to identify the information necessary to select the best alternative for the communities at large, looking at environmental justice, the environment, future economic stability of the community, access to goods and services, and almost all aspects of daily life. Input from residents was part of the study process, as demonstrated through newsletters, public meetings, and a project website.

Key activities

Building personal relationships requires attention to the individual residents. It also requires a clear process, a consistent message and a feedback loop which gets input from any part of the system to the rest of the system. The Naknek project approach was designed for maximum impact and consistency. Most of the work was accomplished between June and October of 2003. Key activities in this intensive engagement process are outlined below.

- Three public outreach on-site meetings.
- Over 20 individual stakeholder interviews.
- Specific stakeholder/agency meetings.

- Phone survey of local residents.
- Intermittent strategy sessions with technical team and public input.
- Distribution of Comment Cards at every public meeting.
- Database of all contact information accessible to the full team.
- Website updated regularly with project information.
- Matrices demonstrated the pro/cons of the study alternatives.
- Clear records of input from all residents.
- Clarity of expectations and schedule.
- Follow-up to special requests for information, copies of maps and photos.
- Consistent message with follow-up newsletter and phone calls.

Public meeting summaries

The following summaries describe discussions that occurred at public meetings held in South Naknek and Naknek in June and October of 2003, and March of 2004. The purpose of these meetings was to better understand public opinions about the current transportation situation, and the ideas and attitudes about future transportation options.

June 17 & 18, 2003 meetings

On June 17 and 18, 2003, representatives of the Alaska Department of Transportation and Public Facilities, the Federal Aviation Administration, and a team of consultants led by Northern Economics held public meetings in Naknek and South Naknek to discuss the current transportation system and a proposed bridge crossing of the Naknek River.

The major components of the current transportation system in the Bristol Bay Borough consist of:

- A jet-capable airport at King Salmon
- A recently improved gravel airfield at South Naknek
- A gravel airfield at Naknek
- A float plane base at Nornak Lake, adjacent to the Naknek airfield
- A paved highway between King Salmon and Naknek

Other aviation activity occurs at Tibbets Field, located near the Naknek airport, and there is floatplane activity on the Naknek River near the King Salmon Airport. Local road networks exist in each community.

The following paragraphs summarize the key points raised in those meetings.

The current transportation system increases the cost of living and operating businesses in South Naknek. In the summer, people and cargo use air taxi services, skiffs, and barges for traveling between South Naknek and Naknek or King Salmon. In the winter, after sufficient

ice thickness is achieved, people can drive snowmachines and vehicles across the river, or use air taxi services. The roundtrip airfare for an individual traveling between Naknek and South Naknek is \$60.00, if traveling alone, and the one-way cost to move a car by barge in the summer is \$500. The transportation costs affect a number of organizations. For example, parents of South Naknek students that attend Naknek schools are flown to parent-teacher conferences at school district expense. South Naknek emergency services personnel pay for their own travel costs to attend training in Naknek or King Salmon.

In addition to the high transportation costs imposed on South Naknek residents and businesses by this transportation system, safety is a primary issue. The school district has been flying South Naknek junior high and high school students to Naknek schools for 30 years. One winter a plane had mechanical problems and landed on the river ice. A similar situation during times when ice is not present could have dramatic consequences for the community. The concern about safety is always present in the minds of South Naknek parents whose children fly on a daily basis.

The school charters impose other costs as well. For example, the school flights operate under visual flight rules in daylight only. In mid-winter this results in children arriving at school at 9:45 a.m., 45 minutes after school commences. The requirement to fly during daylight hours also constrains the ability of South Naknek students to participate in after-school activities. At times bad weather will result in students not being able to return home. On those days the school district incurs costs for housing students in private homes on the north side of the river.

Emergency services are also affected by bad weather. There is concern in the community about the availability of medical evacuation flights during bad weather to transport people that may need immediate medical care. The majority of emergency services personnel in the Bristol Bay Borough are located on the north side of the river and the present transportation system hinders their ability to support or assist their counterparts in South Naknek.

The present transportation system requires the Bristol Bay Borough and a number of other agencies to maintain separate facilities on both sides of the Naknek River. With a bridge available it is anticipated that a number of facilities would be consolidated with subsequent savings to local, state, and federal government budgets, and the possibility of lower local tax rates or improved services if redundant facilities do not need to be maintained. Residents mentioned a number of facilities that are potential candidates for consolidation. These included the post office, health clinic, landfill, emergency services, and the library.

South Naknek residents also believe that a bridge would stimulate economic development in the community and offer new business opportunities, resulting in new jobs that would offset any losses from consolidation. Among the businesses mentioned were a gas station, restaurants, boat haulout and repair, and tourism-related businesses. None of the fish processing plants located in South Naknek are processing at this time and it is believed that a bridge will lower operating costs for these facilities and result in some of them reopening. A reopened plant or plants would also make ice available for setnet fishers whose sites are located south of the Naknek River and improve the quality of fish harvested in the area. Improved quality is very important as the Alaska wild salmon industry faces continuing competition from farmed salmon.

October 7 & 8, 2003 meetings

On October 7th & 8th the Department of Transportation in conjunction with the Northern Economics consultant team held two public hearing meetings in both Naknek and South Naknek. The purpose was to provide the public with preliminary findings to date and collect additional public input regarding a crossing between the two communities.

Patrick Burden of NEI provided a preliminary briefing on project analysis progress. This included the proposed evaluation criteria for analyzing the alternatives, and low, mid, and high cost estimates for the various alternatives. The remainder of the two meetings included periods of discussion and clarification of alternatives.

Mike Scott with DOT made a brief announcement regarding his position with DOT. Governor Murkowski has a positive outlook towards national resource development. The fishing industry has waned and therefore, the community either needs to see an improvement in the fishing industry or need to look towards economic diversification/ i.e., resource development.

The following paragraphs detail the discussion and comments gathered during the public meetings.

In general, residents prefer to spend money locally, however the high cost of transportation between South Naknek and Naknek limits their ability to do so. One round trip ticket to Naknek from South Naknek costs \$80. Because of the high costs of transportation, one South Naknek household estimated that they spend about \$7,000 per year ordering groceries from Costco in Anchorage and having them shipped to their home. If it cost less to travel between Naknek and South Naknek they would buy more groceries at the local store, putting more money into the local economy.

In order to determine the average expenditure on transportation costs for Naknek and South Naknek households, people were asked to estimate the amount their household spend annually on air travel between South Naknek and Naknek or King Salmon.

Nine members of the audience, each representing a different household, responded to the request by raising their hand as different amounts were mentioned. The responses are shown in Table 1

Table 1. Estimated annual cost of airfare per household

Cost	Households
Less than \$1,000	3
Less than \$2,000	1
Less than \$3,000	3
Less than \$4,000	0
Less than \$5,000	0
Greater than \$5,000	2

Considering these expenditures on transportation, meeting attendees commented that have a bridge would strengthen the local economy. The bridge would enhance capabilities of getting materials across the river. Others commented that jobs and wages could be significantly impacted if the bridge were constructed.

In addition, the Southwest Alaska Vocational Center in King Salmon has recently opened. Many evening classes are offered however, residents of South Naknek cannot attend due to limited flight times during the winter months (planes do not fly in the dark).

It was also mentioned that weather conditions make driving easier than flying.

Meeting attendees strongly stressed that closing the Naknek airport before a bridge is in place is **not** an option. Also, rather than closing the Naknek Airport after a bridge is constructed an ADOT representative recommended that a local sponsor take over the operation and maintenance of the airport. A petition to keep Tibbets Field open has been submitted to ADOT.

The air and gas group attending the meeting suggested the bridge be constructed in five years, rather than the 10 years referenced in the presentation.

Concerns have also been voiced over the impact on subsistence. Comments during the meeting suggested there might not be a large impact on subsistence activities. The Alaska Peninsula Corporation owns a majority of the land, and therefore access to land would be limited due to the private land ownership. Hunting on private land is legal only with a permit, therefore it is expected that building the bridge would cause minimal impact on subsistence activities near South Naknek.

March 15 & 16 2004 meetings

- Public: What is the estimated bridge cost? Planning team: \$20 to \$40 Million.
- Public: The numbers of trips driving over the river (snowmachine or vehicle) may be a low compared to the current winter season because over the previous two winters the weather was warm and there were limited periods when residents could drive over the river.
- Public: This year the number of trips by snow machine and other vehicles will be higher than stated in the PowerPoint because of the longer period when the river was sufficiently frozen.
- Public: Do the airport cost estimates in the presentation include the improvement costs at King Salmon? Planning team: Yes.
- Mayor: Is there a breakout by town (King Salmon and Naknek) for public opinions regarding the alternatives? Planning team: Northern Economics will do this breakdown to see if there is a difference between these two communities.
- Public officials: The cost benefit consolidation of \$300,000 seems to be a little low. John Alder with the Borough will look into the validity of the Borough consolidation costs.

- Mayor: Happy to see the public support for the bridge. However, the Borough does not have Airport Powers and the public would need to vote and approve the Borough having these powers; however, the Mayor would not support this action at this time due to the condition of the Naknek Airport. Numerous improvements need to happen prior to supporting this. In regards to the South Naknek Airport, there does not seem to be as many concerns.
- Public: The annual savings is the driving factor of this report for the Borough.
- Public: The mail cost savings discussed would be considered freight. The postal service probably would not have good numbers.
- Public: Major concerns regarding safety at the Naknek Airport. This should have been improved 10 years ago. Even if the bridge is only 7 years out the School District will still be flying kids into the Naknek Airport for those years.
- Public: Why is there \$14 million for a bike path that does not have a location set, but we can't get money for a bridge??
- Public: Bridge would allow for substantial economic development with the bridge.

Newsletters

The following pages present the newsletters that were prepared after the public meetings and distributed to the public and agencies to keep them informed on the progress of the study.

Bristol Bay Road Considered

Alaska Governor Frank Murkowski recently announced the state's intention, in partnership with Bristol Bay Native Corporation, to open up state and Native corporation lands in the Alaska Peninsula to leasing for oil and gas exploration and development. The state is considering a new road development on the Alaska Peninsula that would over time connect communities between King Salmon and Chignik, while providing access to areas licensed or leased for energy exploration and development.

The administration estimates that potential revenue from the sale of oil and gas leases will more than pay for the \$285 million gravel road. A road crossing the Naknek River would complete an important segment of the overall highway project.

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Notes

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Project Update

Schedule

09/15/03Public Meetings,
Naknek/S. Naknek

12/22/03Release report for
public comment

03/12/04Present final report

Contact Information

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Project Website

[www.dot.state.ak.us/swdplng/
projectinfo/proj_master.html](http://www.dot.state.ak.us/swdplng/projectinfo/proj_master.html)

Naknek Crossing Intermodal Economic Impact



and Airport Use Study

August 2003

The Alaska Department of Transportation and Public Facilities is examining a potential crossing of the Naknek River. This project is entitled the "Naknek Crossing Intermodal Economic Impact and Airport Use Study." A planning team headed by Northern Economics, Inc. of Anchorage has been hired by the Department to evaluate and recommend regional transportation alternatives.

This study was recommended in the Southwest Alaska Transportation Plan, released in November 2002, which indicated the Naknek crossing may be desirable for safety, access, economic development and cost concerns.

The proposed crossing would entail a bridge spanning the Naknek River and connecting the three communities of the Bristol Bay Borough. A bridge would influence aviation use-patterns, as well as the priority of aviation operations and improvements at individual airport facilities, some of which are already identified and awaiting funding. The bridge alternative being examined

would include trade-offs in transportation, such as the Department relinquishing ownership of one or both of the smaller airports at Naknek and South Naknek, while improving King Salmon airport's capacity for general aviation operations. The multi-modal needs study will define the appropriate level of transportation investment, and examine the distribution of costs and benefits among various interests. The study's aim is to compare the future costs and benefits of a highway crossing to those of improved airports.

The Alaska Department of Transportation has studied this issue over the last several years. The Department is committed to a good regional solution, and is now restricting expenditure of airport improvement funds for Naknek, South Naknek, and King Salmon pending the outcomes of this study. The results of this study will provide the information to guide sound future investments in transportation and economic development for the region. Input from the Bristol Bay communities is a critical element in those decisions.

Harbors and Rivers in Alaska
Survey Report
COE, 1954

The following paragraphs summarize other key points raised in those meetings.

The current transportation system includes the cost of living and operating businesses in South Naknek. In the summer, people and cargo use air taxi services, skiffs, and barges for travelling between South Naknek, and Naknek or King Salmon. In the winter, after sufficient ice thickness is achieved, people can drive snowmachines and vehicles across the river, or use air taxi services. The roundtrip airfare for an individual travelling between Naknek and South Naknek is \$60 if travelling alone, and the one-way cost to move a car by barge in the summer is \$500. The transportation cost for a number of organizations, for example, parents of South Naknek students that attend Naknek schools are flown to parent-teacher conferences at school district expense. South Naknek emergency services personnel pay for their own travel costs to attend training in Naknek or King Salmon.

- In addition to the high transportation costs imposed on South Nakhak residents and businesses by this transportation system, safety is a primary issue. The school district has been flying South Nakhak junior and high school students to Nakhak schools for 30 years. One winter airplane had mechanical problems and landed on the river ice. A similar situation during times when ice is not present could have dramatic consequences for the community. The concern about safety is always present in the minds of South Nakhak parents whose children fly on a daily basis.

Operations at Naknek Airport are important to the region because it is located near shopping, services, recreation, and the school system. 70 or more aircraft are parked there, partly due to better wind protection than other airports in the area.

Emergency services are also affected by bad weather. There is concern in the community about the ability of medical evacuation flights during bad weather to transport people that may need immediate medical care. The majority of emergency services personnel in the Bristol Bay Borough are located on the north side of the river and the present transportation system hinders their ability to support or assist their counterparts in South Naknek.

The present transportation system requires the Bristol Bay Borough and a number of other agencies to maintain separate facilities on both sides of the Naknek River. With a bridge available it is anticipated that a number of facilities would be consolidated with subsequent savings to local, state, and federal government budgets, and the possibility of lower local tax rates or improved services if redundant facilities do not need to be maintained. Residents mentioned a

South Nakhak residents also believe that a bridge would stimulate economic development in the community and offer new business opportunities, resulting in new jobs that would offset any losses from consolidation. Among the businesses mentioned were a gas station, restaurants, boat haulout and repair, and tourism-related businesses. None of the fish processing plants located in South Nakhak are

"As a result of these studies the District Engineer concludes that the economic development of Southwestern Alaska will derive from its strategic position in the defense of North America and from its principal basic natural resources of fish, minerals, hydroelectric power and recreation. Any improvement of rivers and harbors which may be constructed to aid in the development of these resources will contribute to the welfare of all Alaska and to the United States."

processing at this time and it is believed that a bridge will lower operating costs for these facilities and result in some of them reopening. A reopened plant or plants would also make ice available for setnet fishers whose sites are located south of the Naknek River, which would improve the quality of fish harvested in the area. This is very important as the Alaska wild salmon industry faces continuing competition from farmed salmon.



The following evaluation criteria were developed from public comments received at the last public meetings (June 17 and 18 2003), and the Department of Transportation and Public Facilities objectives for the project. Your comments on these criteria will be appreciated. The Team will use this information to evaluate the Naknek Bridge Crossing alternatives (see map on back). The draft report will be released February 2004. Please see the Project Newsletter sent August 2003 for detailed notes on the public meetings held in June (additional copies have been provided for your convenience).

Criteria for Evaluation

1. What will result in the greatest improvements in safety for school children and other travelers? Measure: Qualitative assessment of South Naknek parent's perception of safety as well as air taxi pilots.
2. What will result in improved educational and social benefits for school-age children? Measure: Number of times students arrive late for school or cannot return home under each alternative. Measure: Perception of social benefits of attending a larger school by South Naknek teachers and parents.
3. How can we improve access to hospitals and clinics for residents of South Naknek? Measure: Discussion of reduction in
8. What will provide the greatest net benefit to general aviation, including floatplanes,

response time and travel time from South Naknek to Naknek, as well as medical evacuations to Anchorage.

4. How can we improve access and response time for emergency services and public safety? Measure: Discussion of reduction in response time and support for public safety and emergency services.
5. What will generate the most economic activity in the Bristol Bay Borough? Measure: Net number of businesses (gains and losses) or business expansions anticipated with each alternative (including effect on air taxi services). Measure: Net number of seasonal and permanent jobs created or lost, by community. Measure: Net tax revenue generated in Bristol Bay Borough

6. What will have the largest net benefit to outlying villages? Measure: Provides easiest access to sub-regional center businesses and facilities in the Bristol Bay Borough.

7. What will have the largest net economic benefit? Measure: Summary of quantitative data developed for each alternative for the above criteria. Measure: Benefit-cost analysis.

8. What will provide the greatest net benefit to general aviation, including floatplanes,

operating in the study area? Measure: Number of aircraft parking spaces available.

Measure: Reduction in occurrences of wind damage anticipated with each alternative.

Measure: Qualitative assessment of improved operational safety at remaining airports under each alternative as perceived by pilots and control tower personnel.

9. What will result in the lowest total annual maintenance costs for ADOT&PF? Measure: Net present value of maintenance costs for airport and bridge alternatives over the 20-year study period.

10. What will have the lowest capital cost? Measure: Net present value of capital costs, including replacement and major refurbishment costs, over the 20-year project study period.

11. What will have the largest effect on reducing costs for other government agencies, local businesses, and residents? Measure: Net present value of changes in capital (including replacement and refurbishment costs) and operating and maintenance costs over the 20-year project study period for each alternative for each major entity and an aggregate estimate for all South Naknek households.

Next Steps

1. DOT and Project Team prepare Draft Report October 2003 thru February 2004.
2. Draft Report open for public review in February 2004 thru March 2004.
3. Final Report will incorporate comments by April 2004.
4. If you have questions or would like additional information please feel free to contact:

Contact Information

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Project Website

[www.dot.state.ak.us/stwdplng/
projectinfo/proj_master.html](http://www.dot.state.ak.us/stwdplng/projectinfo/proj_master.html)

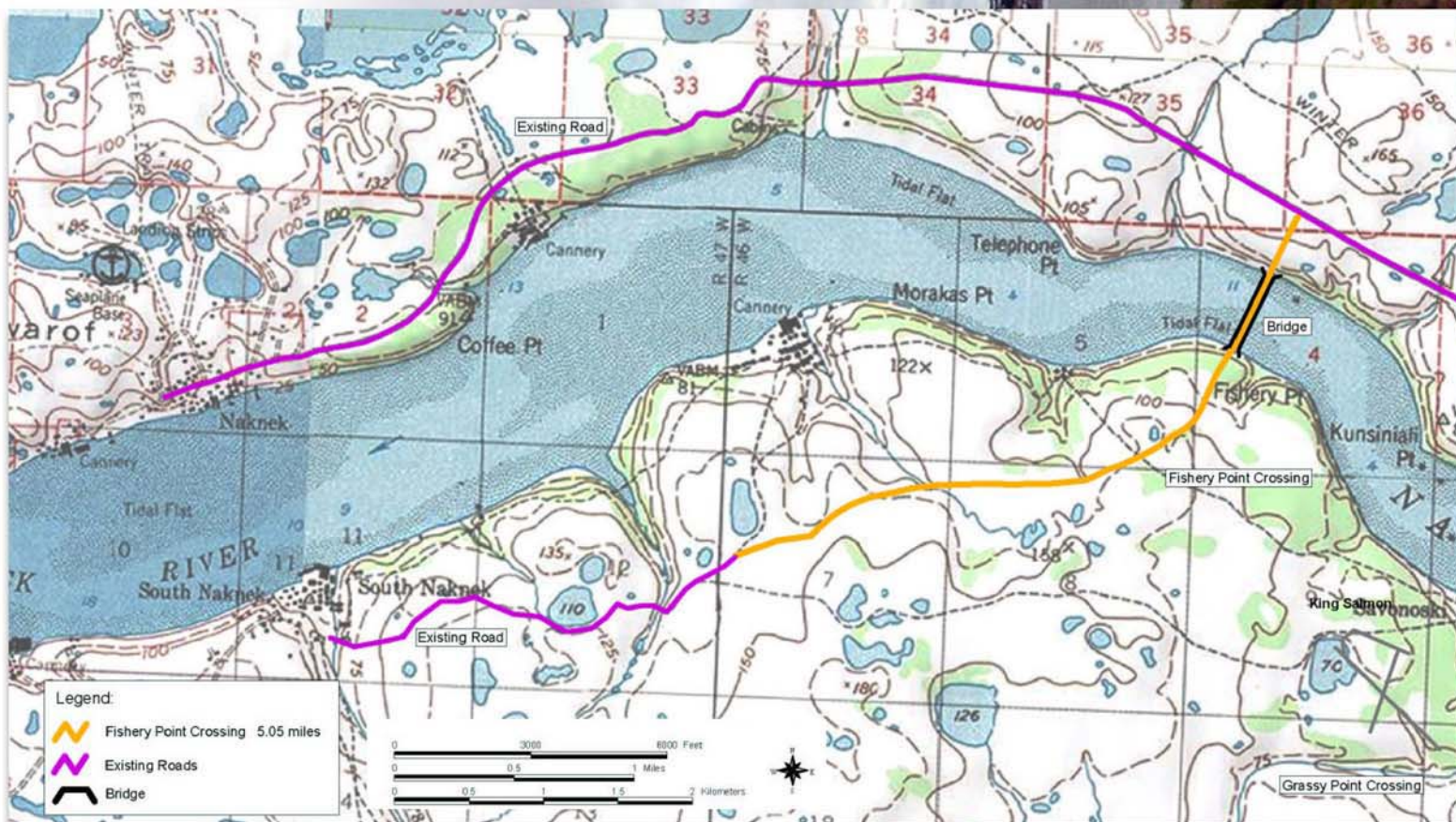




Alaska Department of Transportation
and Public Facilities

NAKNEK CROSSING INTERMODAL ECONOMIC IMPACT AND AIRPORT USE STUDY

Public Meetings
October 7-8, 2003



Public and agency comments

Copies of the comments received from the general public on the draft report are presented below.

Comment 1:

I found your address on line and am interested in the name of the person, who I may contact about the bridge from South Naknek to Naknek, scheduled to be built.

Would you be so kind to forward this message to that person if it isn't you:

I have waterfront acreage in Naknek for sale? This could be the acreage on which the Naknek side of the bridge can be built. How soon will land out there be purchased for this bridge?
Thank you.

—Christine Nekeferoff

Agency response:

Christine—

Thank you for your email. Yes, I am the Department's point of contact on the Naknek Crossing Study.

To address your concern about property, the study suggests a potential general alignment for the crossing based upon the planning team's observation of the area's topography and the study's objectives. It appears on page 1 of [Appendix E](#) in the draft report.

Will this be the final alignment? We don't know. Following the study, the project will be formally identified for inclusion in the Statewide Transportation Improvement Program so that it can be authorized to receive federal transportation funding in the federal fiscal year it is scheduled to begin. Even if that occurs next year, it still must undergo preliminary design and environmental review per the National Environmental Policy Act, a process that could take several months or even years. Once the environmental review process is concluded and a final alignment approved, then the right-of-way phase begins, when the department actively pursues right to public access through the lands traversed by the approved route alignment. So it could be a while before you are approached about this (assuming the final alignment crosses your property).

I can send you a calling-card size CD with the entire draft report if you would like. Or you can access the report on our web pages at
http://www.dot.state.ak.us/stwdplng/projectinfo/naknekcrossing/naknekdraft_pop.html

We are accepting comments on the draft report through July 2. Please let me know if I can be of further assistance.

Eric Taylor

Comment 2:

Eric, I've received your news letter and noticed the comment period for the proposed bridge to the Naknek river ends on July 2nd. Looking at your location is wrong. It should go further up river above Horse shoe bend, we call it Rocky Point.

You know as well as I do that the longer the Bridge spans the more money it costs. We have a source of gravel in that general area. There is a road already on the North shore. You should at least give it some thought. The river is a lot narrower above Rocks Point, and less trecherous (sic) from the constant ice flow in winter. I invite you to come and take a look, I'll even take you there at low water.

—Ralph Angasan , phone 246-6126 fax 246-6411

Agency response:

Dear Mr. Angasan:

Thank you for your comments. They have been made part of the official record for this study and will be reviewed and reconsidered when the project enters the preliminary design phase

Since this was a planning-level study, we tried to pick a reasonable location from which to assess costs and benefits of a bridge crossing in general terms. The study was needed to determine whether it would be a better decision overall for the state to build a bridge or to make major improvements to Naknek Airport. The study indicates a bridge is the better long-term solution, and provides us with a firm rationale for pursuing federal project funding for construction of a bridge. Once federal project funding is made available for the project (the next step in this long process), then preliminary design and environmental review begins, and specific locations and alternatives can be discussed and compared in detail.

For the draft economic study released, we did take into consideration issues of bridge length and the length of the road that would be needed to reach the potential crossing site from South Naknek, as well as the type of terrain that would have to be crossed. And we found, as you might expect, that there is a point of diminishing returns, where the costs in road construction and ongoing road maintenance for a longer overland length more than outweigh the savings in a shorter bridge span. Likewise, as the route lengthens, the overall benefit is diminished. A longer route between Naknek and South Naknek would generate less traffic and fewer potential economic opportunities than a shorter one.

Should you have additional concerns or comments about the Naknek crossing, I encourage you to contact either myself or Allen Kemplen in the DOTPF Central Region planning office, ph 907-269-0509.

Sincerely,
Eric Taylor

Comment 3:

Memo from Office of Habitat Management & Permitting—Next page



MEMORANDUM

STATE OF ALASKA




Department of Natural Resources
Office of Habitat Management & Permitting

TO: Eric Taylor
Division of Program Development, DOT & PF

DATE: July 2, 2004

TELEPHONE: 269-6987
FAX: 269-5673

FROM: Stewart Seaberg 
Office of Habitat Management & Permitting

SUBJECT: Naknek Crossing

The Office of Habitat Management and Permitting (OHMP) has reviewed the "Naknek Crossing Internodal Economic and Airport Use Study" report circulated by the Department of Transportation and Public Facilities (DOT) for agency review and public comment. This study addressed some of the economic, social, and environmental concerns associated with various alternatives for road building, bridge construction, and airport closures in the communities of Naknek, South Naknek, and King Salmon.

The Naknek River (Anadromous Stream No. 324-20-10140) supports pink, sockeye, king, coho, and chum salmon, as well as Dolly Varden and Arctic char. Tributaries on the south side of the river may support king and coho spawning and rearing and will need to be surveyed before road building and stream crossing activities take place.

The value of the salmon harvest and its decline in recent years make it especially important to protect salmon habitat and thereby protect the commercial and subsistence salmon fisheries. Approximately 320-pounds of salmon per household are annually harvested in the Naknek area for subsistence purposes (1983). In 2003, salmon harvest were below the 20 yr. averages: The inshore run of sockeye salmon was the seventh smallest inshore run in 20 years, and it was 28% below the 1983 - 2002 average of 36 million. The commercial harvest of Chinook salmon was the eighth smallest catch in the last 20 years and 43% below the 20-year average. The chum salmon harvest was 20% below the 20-year average of 1 million. The low pink salmon harvest of about 178 fish is what is expected for odd-numbered year returns. The coho salmon harvest of approximately 43 thousand fish was well below the 20-year average of 137 thousand.

The calculated exvessel value of the 2003 Bristol Bay salmon fisheries totaled \$47.69 million, which is the third lowest exvessel value in over 20 years. It was 62% below the 20-year average exvessel value of \$125.35 million.

Based on the assumption that the needs and preferences of the communities mandate construction of a bridge over the Naknek River and the continued operation of 1 to 2 airports, please consider the following recommendations for the protection of fish habitat during the development of project alternatives and in the planning and design processes.

For the design phase:

- Maintaining natural drainage patterns in wetlands, i.e. adequate size, location, and number of culverts under the road; minimizing construction in wetlands.
- For both gravel and paved roads, storm water drainage should prevent the sedimentation and contamination of surface water by run-off.

- A hydrologist should evaluate the Naknek River for bridge and road locations so that protective actions such as rip rapping streambanks or protecting bridge abutments and piles from scour or ice damage are not needed in the future. Also, bridge design and subsequent alteration of flows should not create sediment deposition issues that will need to be corrected by frequent dredging.
- The steel span bridge that requires a smaller number of pilings would cause the least disruption to stream habitats in terms of altering the streambed and blocking light.

For the construction phase:

- In stream work windows may be based on tide, season, or both to minimize interference with in migrating adults and out migrating smolt. For example, pile-driving activities should take place during low tide periods when fewer fish will be in the vicinity of construction and low water levels will limit the dispersal of sound waves underwater.
- Measures, such as the use of bubble curtains, may be required during construction activities to help dissipate damaging sound waves and reduce suspended sediments.

Thank you for the opportunity to comment on this plan, please contact habitat biologist Tammy Massie (907)-269-6936 or tammy_massie@dnr.state.ak.us with any questions or concerns.

Comment 4:

Eric Taylor: We are ready for the bridge connecting all 3 Bristol Bay Borough communities. Please start building soon. Sincerely, Ralph Angasan, Jr., King Salmon Tribe, Administrator

Comment 5:

From: Alan Backford <abackford@bbna.com>

My only comment would be to contact this office (BBNA) if any easements are needed across Native land allotments for a bridge. Thank you.

